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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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25X1A

COUNTRY USSR (Caucasus)

SUBJECT Aircraft No. 31 in Tbilisi

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DATE OF INFO. November 1946 - November 1948

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1. Location: See reference. **
2. Three shifts were worked at the plant.
3. Production:
 - a. Late in 1946 and early in 1947, a jet fighter of the Yak category (mid-wing monoplane, nose wheel?, one-man crew, 1 turbo-jet engine, about 10 feet long under front section of fuselage, air intake in nose, exhaust outlet in a step on the under-side of the fuselage, in a line with trailing edge of wing. Leading edge of wing straight, trailing edge elliptical, cabin beginning at center of wing chord, tail assembly same as that of old Soviet fighters, landing gear retracts inwardly, aircraft has a plump appearance.
 - b. A two-seat version of this type was observed in August 1948. *
 - c. No details available on the rate of production.
4. Armament: No armament was seen. However, the firing of automatic weapons was heard from the factory target ranges; 7.9 mm and 20 mm caliber ammunition was also seen.
5. Aircraft testing: Only few aircraft were tested. The bulk of the planes was packed in boxes without being tested.
6. All aircraft parts were manufactured in the plant except engines, tires, instruments, and armament.
7. Iron and light-metal castings were produced in the foundry. Aluminum scrap was also recast there.
8. A test stand for power plants was available in the plant.

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Comment:

Soviets called this version a Yak-22 and stated that it was a reconnaissance and training aircraft.

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9. According to Soviets and fellow-TWs, the first jet fighter produced in the plant was tested in early or mid-1947. It went into quantity production in late 1947.
10. Description of this craft: Mid-wing monoplane, versions with a crew of one and two, partly with fitted nose wheel, partly with tail wheel. One turbo-jet engine under fore section of fuselage, span 26 feet, length about 21 feet, height 3.6 feet.
11. Twin-engine aircraft, the bulk of them similar to the Ye-111, were also seen in the plant (three or four-bladed propeller, mid-wing monoplane, glazed nose, cockpit in one level with wings). The planes were slowly rotting in the factory yard.
12. Recast aluminum ingots were shipped out to be exchanged for new parts at the producing plant (learned from Soviets).

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The utilization of a two-seat version of this turbo-jet model as a trainer allows for the installation of the reported light 7.62 mm machine gun. The designation of this two-seat version as Yak-22 has not been known before but it would agree with the known designation of other trainers. The two reports again confirm that only a few of the aircraft produced in TBILISI are being tested there. Since the aircraft are shipped in the direction of BAKU, the BAKU Plant possibly continues as an assembly and testing plant where the proper testing is also done.

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